

Motor Vehicle

Patent Claims

1. A motor vehicle, especially utility vehicle, with a vehicle chassis (3) as well as with a rear axle arrangement (2) having a rigid axle (1), wherein a Panhard rod (8) is arranged between 5 said vehicle chassis (3) and said rigid axle (1) for supporting lateral forces, characterized in that said Panhard rod (8) is directly articulated to said vehicle chassis (3) via an axial joint (11) in a pivotingly movable manner.

10 2. A motor vehicle, especially utility vehicle, with a vehicle chassis (3) as well as with a rear axle arrangement (2) having a rigid axle (1), wherein at least one control arm is arranged between said vehicle chassis (3) and said rigid axle (1) for supporting longitudinal forces, characterized in that said, at least one control arm is directly articulated to said rigid axle (1) via a axial joint (11) in a pivotingly movable manner.

15 3. A motor vehicle in accordance with claim 1 or 2, characterized in that said axial joint (11) is designed as a ball and socket joint.

4. A motor vehicle in accordance with claim 3, characterized in that said ball and socket joint has a ball pivot (15) with a joint ball (16), which is received in a bearing housing (17) in a slidingly and pivotingly movable manner.

5. A motor vehicle in accordance with claim 4, characterized in that a bearing shell, which receives said joint ball (16) in a slidingly and pivotingly movable manner, is arranged in said bearing housing (17).

6. A motor vehicle in accordance with claim 4, characterized in that said bearing housing
5 (17) is fastened to said vehicle chassis (3) or to said rigid axle (1).

7. A motor vehicle in accordance with claim 4, characterized in that a threaded bolt (19) is arranged at said bearing housing (17).

8. A motor vehicle in accordance with claim 4, characterized in that a wrench attachment (22) is formed on said bearing housing (17).

10 9. A motor vehicle in accordance with claim 7, characterized in that said threaded bolt (19) is received in a hole (20) on said vehicle chassis (3) or on said rigid axle (1).

10. A motor vehicle in accordance with claim 1 or 2, characterized in that said Panhard rod (8) or said control arm is formed from a tube (14) and two said joint pieces (10) designed as a radial joint (12) and a axial joint (11), wherein said joint pieces (10) are inserted into said tube (14) on
15 both sides by means of a bearing journal (13) or a ball pivot (15).

11. A motor vehicle in accordance with claim 10, characterized in that at least one of said joint pieces (10) on both sides is arranged displaceably in said tube (14) of said Panhard rod (8) or

of said control arm and can be fixed by means of a clamped connection (23) in relation to said tube (14).

12. A motor vehicle in accordance with claim 11, characterized in that said clamped connection (23) is formed by a clip (24) and a slotted end of said tube (14), which said slotted end cooperates with said clip (24), wherein said slotted end of said tube (14) is held by said clip (24) under the action of a radial force against an end of a bearing journal (13) and/or said ball pivot (15) of one of said two joint pieces (10), which said end is inserted into said tube (14).

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